

**MINUTES OF THE  
MARICOPA ASSOCIATION OF GOVERNMENTS  
TRANSPORTATION POLICY COMMITTEE MEETING**

May 16, 2007  
MAG Office, Saguaro Room  
Phoenix, Arizona

**MEMBERS ATTENDING**

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| * Councilmember Peggy Bilsten, Phoenix, Chair                      | Mayor James Cavanaugh, Goodyear                            |
| Mayor Keno Hawker, Mesa, Vice Chair                                | Mayor Boyd Dunn, Chandler                                  |
| Councilmember Ron Aames, Peoria                                    | Councilmember Cliff Elkins, Surprise                       |
| Kent Andrews, Salt River Pima-Maricopa<br>Indian Community         | * Mayor Hugh Hallman, Tempe                                |
| # F. Rockne Arnett, Citizens Transportation<br>Oversight Committee | Eneas Kane, DMB Associates                                 |
| # Councilmember Gail Barney, Queen Creek                           | * Mark Killian, The Killian Companies/<br>Sunny Mesa, Inc. |
| * Stephen Beard, SR Beard & Associates                             | * Joe Lane, State Transportation Board                     |
| * Mayor Steven Berman, Gilbert                                     | Mayor Marie Lopez Rogers, Avondale                         |
| Dave Berry, Swift Transportation                                   | Mayor Mary Manross, Scottsdale                             |
| Jed S. Billings, FNF Construction                                  | * David Scholl, Westcor                                    |
| Mayor Bobby Bryant, Buckeye  | * Mayor Elaine Scruggs, Glendale                           |
|  | Supervisor Max W. Wilson, Maricopa County                  |
- \* Not present  
# Participated by telephone conference call  
+ Participated by videoconference call

1. **Call to Order**

The meeting of the Transportation Policy Committee (TPC) was called to order by Vice Chair Keno Hawker at 4:05 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Vice Chair Hawker announced that Councilmember Gail Barney and Mayor Elaine Scruggs were participating by telephone.

Vice Chair Hawker noted that a bill summary chart for agenda item #8 was at each place.

Vice Chair Hawker requested that members of the public turn in their public comment cards to staff. Transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Vice Chair Hawker stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. An opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Vice Chair Hawker noted that no public comment cards had been received.

4. Approval of March 21, 2007 Meeting Minutes

Councilmember Elkins moved approval of the March 21, 2007 meeting minutes. Mayor Bryant seconded, and the motion carried unanimously.

5. Proposed Major Amendment to Delete SR 153 from the MAG Regional Transportation Plan

Eric Anderson, MAG Transportation Director, provided a report on a proposed major amendment to delete SR 153 from the MAG Regional Transportation Plan. He stated that the City of Phoenix and the Arizona Department of Transportation have been working on a proposal to remove SR 153/Sky Harbor Expressway from the Regional Freeway System and using the available funding for improvements to SR 143. Mr. Anderson said that if approved, the ownership of SR 153 would be transferred to the City of Phoenix to be used for access to the airport and better access to I-10.

Mr. Anderson stated that there are reasons for improving SR 143 instead of SR 153. He said that SR 153 would not directly connect to I-10 at 40th Street, complicates the I-10 Collector/Distributor road design, and has low traffic volumes for the airport. Mr. Anderson stated that improvements to SR 143 could facilitate increased security measures and better connections at I-10. He said that the project cost is estimated at \$34.4 million.

Mr. Anderson stated that this change would be a major amendment to the Regional Transportation Plan. He reviewed the statutory requirements for a major amendment to consult with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. Mr. Anderson said that following the consultation, action would be taken to amend the TIP and RTP as appropriate, subject to air quality conformity analysis. Mr. Anderson then showed aerial photos of the current and proposed plan of the Collector/Distributor road system and pointed out how the SR 143 connection would work better than the SR 153 connection. Vice Chair Hawker thanked Mr. Anderson for his report and asked members if they had questions.

Councilmember Aames asked the timeline for the approval process. Mr. Anderson replied that if approval is given to proceed with consultation, letters on the proposed change would be sent to the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee. He said that comments would be due to MAG about the end of

June and the TPC would be requested to make a recommendation for approval, subject to air quality conformity analysis, to the Regional Council in July.

Vice Chair Hawker commented that this change seemed to meet all of the criteria for changes, such as being the same mode and using the money in the same area to relieve congestion.

Mr. Berry asked which other projects had been considered for the expenditure of the funds that would result from the deletion of SR 153. Mr. Berry stated that it is important for the TPC to do due diligence, and as part of the documentation, know the other projects and criteria by which this project was selected over the others. Mr. Anderson stated that other projects were considered, but were vetted through the process. Mr. Anderson stated that SR 153 was designed for better access to Sky Harbor in the original plan. In addition, other improvements to SR 143 were considered. This change is what ADOT, the consultant team, and the City of Phoenix determined would work. Mr. Anderson stated that they also considered using the \$34 million to add to the budget for the I-10 Collector/Distributor Road System, which is programmed for \$550 million. He noted that it was felt that the \$34 million would not go far to do any key improvements to that project and would also not address the Sky Harbor access issue. Mr. Anderson stated that improvements to the west side of the airport were also considered, but rejected because this was on the opposite side of the airport and it was outside the general area of the corridor served by SR 153. He advised there were not many options to consider in that area.

Mr. Berry asked how parallel facilities came to be built. Dennis Smith, MAG Executive Director, responded that this was a difficult section to find a viable solution. As a result, years ago, the area ended up with two facilities--SR 143 and SR 153. Mr. Smith noted that it was felt that SR 153 would not provide enough access to Sky Harbor Airport. He said that it is believed that SR 143 along with the ramps will be adequate.

Supervisor Wilson asked if any problems were anticipated with putting in additional ramps in the river area. Mr. Anderson replied that ADOT engineers have taken this project to the 15 percent design level to ensure the proposal would work. He noted that from engineering and environmental issues, there do not appear to be any fatal flaws. Mr. Anderson noted that this item was delayed for three months to provide additional review.

With no further discussion, Vice Chair Hawker asked for a motion. Mayor Bryant moved to recommend consulting with the State Transportation Board, the Maricopa County Board of Supervisors, the Regional Public Transportation Authority, the Indian Communities, the cities and towns in Maricopa County, and the Citizens Transportation Oversight Committee, as required by A.R.S. 28-6353, on the proposal to delete SR 153 from the Regional Transportation Plan and to shift the available funding for improvements to SR 143. Councilmember Aames seconded, and the motion carried unanimously.

#### 6. Proposition 400 Noise Mitigation Funding

Mr. Anderson stated that Proposition 400 provided \$75 million for noise mitigation along the freeways within the MAG region. He said that a substantial portion of this funding has been used to complete the rubberized asphalt program that was not included as part of the initial round of the ADOT quiet paving program. Mr. Anderson noted that approximately \$20 million remain in the noise mitigation fund. He noted that the purpose of this potential program is to address noise mitigation in residential areas where

traffic noise substantially increased due to overall increases in traffic volume on the MAG Regional Freeway System and to mitigate noise in areas originally not eligible for noise mitigation.

Mr. Anderson noted that these areas could include those where noise levels exceed ADOT's threshold, where options exist that could reduce noise levels, or where no freeway improvements are scheduled in the RTP that would provide additional noise mitigation. He noted that when ADOT constructs a freeway project, it must follow its noise policy and provide noise mitigation at that time.

Mr. Anderson stated that other options the TPC could consider for this funding include allowing mitigation for projects if no improvements are scheduled for more than 10 years in the future. He noted that this was suggested at the March TPC meeting. Mr. Anderson stated that another option, which was suggested by ADOT, could be providing added funding for projects that exceed the ADOT cost effectiveness threshold, which is currently \$43,000 per affected property.

Mr. Anderson stated that upon approval of the approach by the TPC, MAG would send out a request for projects for this funding. After the projects are submitted to MAG, a report will be provided to the TPC that outlines the requests submitted and recommendations for project funding.

Vice Chair Hawker asked if the TPC would also be asked to approve the process and evaluation criteria. Mr. Anderson replied that currently, the dilemma is that the need is unknown. He advised that a solicitation could provide an understanding of need. Mr. Anderson stated that this information would be brought back to the TPC to provide guidance on these types of issues.

Vice Chair Hawker asked how to get the word out to affected neighborhoods and is there consideration of a throwaway project if improvements are not duplicated later, know the design by being far enough along in the project. Mr. Anderson replied that would be a part of the evaluation process. He indicated that they did want to minimize or eliminate throwaway projects and ensure a long life. Mr. Anderson added that they will depend on member agencies rather than neighborhoods submitting directly to MAG. They think cities have a good idea of noise issues in their communities. Mr. Anderson suggested sending out a solicitation letter to member agencies to submit to MAG those areas that need mitigation.

Vice Chair Hawker recognized public comment from Steve Dreiseszun, president of the F.Q. Story Historic District Preservation Association in Central Phoenix, a neighborhood that is bisected by I-10. Mr. Dreiseszun stated that the Association came before the TPC while the RTP was being drafted. He expressed his appreciation that the TPC looked at noise mitigation as an important feature of the plan. Mr. Dreiseszun recalled that during the drafting of the RTP, Councilmember Peggy Bilsten questioned whether \$75 million was a sufficient amount for mitigation. He commented that he was disappointed that currently, only \$20 million remained of that amount. Mr. Dreiseszun stated that 70 percent of the mitigation fund has been spent on rubberized asphalt, which is a wonderful tool and has helped his neighborhood immensely, but does not do the entire job. Mr. Dreiseszun commented that the F.Q. Story neighborhood is the poster child of neighborhoods left behind by previous plans. He suggested that the TPC look at where rubberized asphalt was applied and put that toward taking care of neighborhoods that are in trouble and do not have mitigation opportunities for the future. Mr. Dreiseszun stated that they have tried to minimize the impacts of I-10 to their neighborhood, and have been working with ADOT to incorporate "no engine braking" signs, to which ADOT has been resistant. He reported that they have also worked with the Legislature and Mr. Dave Berry, who assisted on truck muffler legislation. Mr.

Dreiseszun commented that truck muffler noise is the biggest noise problem in his neighborhood. He urged the TPC to restore the funds and spend them where they need to be spent. Vice Chair Hawker thanked Mr. Dreiseszun for his comments.

Mayor Dunn commented that rubberized asphalt has gone a long way in terms of mitigation. He surmised that the solution for mitigating the noise from truck braking might be taller walls. Mayor Dunn asked Mr. Anderson what solutions were being considered where rubberized asphalt has already been applied. Mr. Anderson replied that taller walls, closing gaps in walls, and berms are among the variety of possibilities. He noted that taller walls can be built if the footings are sufficient; otherwise, they have to be torn out and redone. Mr. Anderson added that there is also the cost effectiveness issue to consider.

Mayor Dunn reported that he has received and heard many compliments on rubberized asphalt. He added that its application has caused a great reduction in complaints in his city. Mayor Dunn noted that the truck braking issue might not be an issue in other areas, and he was unsure how much taller the walls could be built. Mr. Anderson replied that ADOT wants to limit the maximum wall height to 20 feet.

Supervisor Wilson asked how far the \$20 million could go when walls are being built. Mr. Anderson replied that he did not have the exact figure, but sound walls cost approximately \$1 million per mile.

Vice Chair Hawker asked staff's recommendation for the process. Mr. Anderson replied that staff recommended MAG sending out a request to member agencies for projects, which would take 30 to 60 days. Mr. Anderson added that they would not be asked to conduct noise tests on their own, but submit projects where they think they have a problem. He said that after the projects are submitted to MAG, member agency, MAG and ADOT staff will sit down and summarize the projects by category until the universe of need is understood. Mr. Anderson said that a report will then be provided to the TPC that outlines the requests submitted and recommendations for project funding. He remarked that in the future, more funds might have to be added if a serious issue is discovered.

Vice Chair Hawker asked if the \$20 million was present value. Mr. Anderson replied that was correct.

Mayor Manross stated that ADOT's noise abatement policy was written in November 2005, and because costs and burdens have changed since then, money will probably need to be added to the fund. Mayor Manross expressed that noise impacts can cause neighborhoods to become less desirable, then they deteriorate and become a burden to cities and towns. She commented that this is an important issue, a quality of life issue, and has a serious impact.

Mayor Manross commented on the policy, the solicitation, and the \$43,000 limit. She noted that some portions of the freeway are getting ready to be expanded without sufficient footings to accommodate taller walls. Mayor Manross commented that these projects will not qualify under the ADOT cost effectiveness threshold. She asked if those projects would be able to apply for funds to cover the difference. Mr. Anderson replied that one of their recommendations is to add augmentation of ADOT's funding as another use for the fund. Mr. Anderson added that ADOT is examining the \$43,000 number and might increase it. He stated staff will also be looking at the basis for the \$43,000 number to ensure it is reasonable.

Mayor Manross asked if there was any need to include in the action her concern about the \$43,000 cost effectiveness threshold. Mr. Anderson replied that she could specify it in a motion, however, it would be noted in the material as a concern expressed by the TPC.

Councilmember Aames referenced discussion at the March TPC meeting about noise mitigation for projects years out. He said that he was actually thinking of a five-year threshold rather than a ten-year threshold. Mr. Anderson noted that the ranking process could be part of the evaluation.

Mayor Manross moved to recommend that MAG solicit projects from MAG member agencies for noise mitigation projects and provide additional funding for projects that exceed the ADOT cost-effectiveness threshold of \$43,000 per impacted property, and to change the threshold of eligibility for areas that are not scheduled for roadway improvements to five years from ten years. Mayor Lopez Rogers seconded.

Vice Chair Hawker opened the floor for discussion of the motion.

Mr. Berry expressed that he was sympathetic to those neighborhoods bisected by freeways. He stated that eight foot walls are built when subdivisions go in next to freeways. Then when the freeways are expanded, the system is expected to bear the cost of noise mitigation. Mr. Berry asked if cities could require sound walls be constructed when developers build subdivisions. Mr. Anderson replied that some municipalities have ordinances, for instance, the Town of Gilbert has an ordinance that requires a commitment of funds to an escrow fund. Mr. Berry asked if this should be incorporated into the motion so this problem does not continue. Mr. Anderson replied that the TPC could encourage jurisdictions to take measures to deal with future noise issues.

Councilmember Elkins stated that SR 143 is an example of how events can occur that can impact traffic patterns. He asked if an analysis of route or traffic changes was built into the process. Mr. Anderson replied that was not included with this funding. He said they are working in a couple of areas that might have noise issues in the future and are doing preconstruction noise mitigation activities. Mr. Anderson commented that situations change and it is probably more prudent to wait until the time it is closer to being built. He added that this is not a great amount of money to do noise mitigation and there are areas that need mitigation now.

Mayor Cavanaugh asked about mitigation in commercial sites. Mr. Anderson replied that ADOT policy discusses different types of land uses, and sensitive commercial areas, such as hospitals, can qualify. Mayor Cavanaugh commented on the motion and said that Mr. Berry's comments deserve additional thought. He stated that he was unsure the motion should be specific because it might set an unintended precedent. Mayor Cavanaugh remarked that the TPC might want other MAG committees to look at this without prejudgment from the TPC and let them have an open debate. He remarked that more concerns than the three mentioned might be identified. Mayor Cavanaugh suggested having a broad motion and state that three concerns were expressed at the TPC meeting, but to give precedence to those three without discussing them in detail is presumptive by a more deliberative process.

Mayor Manross remarked that the motion was a recommending motion, which will be discussed further after the TPC. Mayor Manross stated that her motion was important because she knew that some sound walls ADOT is going to build will exceed the cost effectiveness threshold. She indicated that her motion was to make that a consideration and create awareness of this issue. Mayor Manross stated that she saw

no harm in adding it because it will go through other committees. She added that she wanted it in the motion because she knows it is a real example of something that will be challenge.

Vice Chair Hawker remarked that he concurred somewhat with what Mayor Cavanaugh said about making the motion broad. He stated that the material could include those concerns, but having a broad motion would not limit the list to those three.

Mayor Manross asked if communities would know to consider these concerns during the call for solicitation. Mr. Anderson stated that the solicitation could reference the three items and encourage cities and towns to submit other projects as well. Mr. Anderson remarked that there was one city that built sound walls and might want to be reimbursed. He commented that making the solicitation as broad as possible will assist in knowing all the issues. Mr. Anderson stated that after the solicitation is sent out work could take place on the criteria. He said that after the submittals are received the projects will be categorized. Mr. Anderson stated that there will be discussion on how to rank the projects.

Mayor Manross stated that she agreed that more issues will probably surface. She said she was willing to withdraw her motion and remake a more broad motion as long as the points brought up by the TPC that were included in the project solicitation. Mayor Lopez Rogers, as second, agreed.

Mayor Manross moved to recommend that MAG solicit projects from MAG member agencies for noise mitigation projects. Mayor Lopez Rogers seconded.

Vice Chair Hawker asked those participating electronically if they had questions. None were noted. With no further discussion, Vice Chair Hawker called for a vote on question, which passed unanimously.

## 7. Building a Quality Arizona

Dennis Smith stated that the Building a Quality Arizona project started about two years ago as a dialogue with other state planning agencies to address statewide transportation needs. He stated that at that time, Mayor Hawker was Chair of MAG. Mr. Smith stated that Mayor Cavanaugh is now the Chair of the Arizona Councils of Governments and Metropolitan Planning Organizations (Arizona COG/MPO Association) Association. Mr. Smith stated that a resolution has been drafted for all the COG/MPO agencies to take to their Regional Councils for approval. He noted that the resolution says that the agencies will work cooperatively with other statewide planning agencies, and that we cannot solve transportation problems by working in Maricopa County alone. Mr. Smith noted that in addition to the planning organizations, the Arizona Department of Transportation, the Governor's Office, business leaders, and the Time Coalition have been working on the statewide plan.

Bob Hazlett, MAG Senior Engineer, stated that a strategic implementation plan, built upon the framework studies MAG is currently conducting, will be formulated. Mr. Hazlett stated that the Hassayampa Framework Study and the Hidden Valley Study are currently underway. He said that the Yavapai/New River Study might be done in the future, with the potential for other framework studies. Mr. Hazlett noted that Flagstaff has indicated a desire for a study in their area.

Mr. Hazlett noted how the population of Arizona is projected to grow from six million to 16 million by 2050. He pointed out the growth that is just occurring from Benson to Tucson to Phoenix and along Highway 93 to Las Vegas and those areas will need transportation connections.

Mr. Hazlett stated that the study will identify opportunities and constraints to growth and transportation, gather statewide data, develop a statewide travel demand modeling tool to identify transportation system infrastructure needs and their priorities, formulate a strategic implementation plan consisting of policy recommendations, finance techniques, and project delivery and administration methods. Mr. Hazlett stated that coordinated planning efforts are necessary. He noted that the Reconnaissance Study includes collaboration among the COGs, MPOs, ADOT, the business leaders, the Time Coalition, legislative transportation committees, and the Governor's office on Growth and Infrastructure.

Mr. Hazlett displayed a map of statewide transportation improvement concepts that they have examined. He said that the concepts included not just improvements, but those facilities not yet built that will provide connections throughout the state. Mr. Hazlett explained the linkage between land use, transportation, and economic development. He then reviewed the nine-month project schedule and the work products.

Vice Chair Hawker asked if water issues would be incorporated to show the linkage with development. Mr. Hazlett replied that water is a prominent question that is often asked when transportation is being studied. He commented that the population projections keep rising and we keep hearing there is adequate water supply for 16 million people. Mr. Hazlett said that he was unsure this could be directly addressed in the study, but they would do their best to find some correlation and get better information.

Councilmember Elkins expressed the importance of this process to having a state transportation plan. He commented that transportation is woefully underfunded. A document such as this demonstrates to those providing funds of need and how essential it is to have a sound funding program.

Mayor Cavanaugh expressed his thanks to staff for all of the impressive efforts on Building a Quality Arizona. He added that the other COGs and MPOs are excited about the project. Mayor Cavanaugh stated that if this is going to work, it is absolutely imperative that the Indian Communities fully participate. Mr. Hazlett remarked that when the process for the Hidden Valley Study began it was noted that including the Gila River Indian Community was important because the tribal land falls within the study area. Mr. Hazlett noted that the Gila River Community Manager arranged for a study review meeting to be held at Sacaton. He remarked on how incredibly welcoming the community was to those attending the meeting. Mr. Hazlett stated that they are anxious to continue that dialogue. Vice Chair Hawker comments on League outreach efforts to the Indian Communities.

Mr. Smith stated that MAG staff recently met with Gore Industries, a medical supply firm based in Flagstaff. He said that the company is in the process of locating a facility on I-17 in Phoenix because they have issues getting their professional staff to Sky Harbor Airport. During the meeting, the Gore representatives suggested that another subset that needs to be looked at is operations—making efficient use of what we already have, such as freeway message boards or the process for how DPS handles traffic accidents. Mr. Smith stated that he would send an email to the COGs to see if they are willing to find a solution for this statewide.



Councilmember Elkins stated that better management of what we already have is important. He added that the state has many unique traffic management processes.

Councilmember Aames applauded the project. He encouraged keeping it active and growing as a part of a larger framework for what is being done locally.

8. Legislative Update

Matthew Clark, MAG Senior Policy Planner, provided an update on legislative issues of interest. Mr. Clark noted that most activity has been on the budget. He said that the Senate is debating its budget bill, Senate Bill (SB) 1086.

Mr. Clark stated that SB 1097 repeals an appropriation designated for railroad right-of-way acquisition and appropriates the funds to ADOT for costs related to future freight and passenger rail service.

Mr. Clark noted that House Bill (HB) 2781 is the House budget bill. He advised that the bill includes funding for the Maricopa County Travel Reduction Plan, for the Arizona Department of Transportation, and the STAN account. He added that the bill also appropriates funds from the HURF fund to the Department of Public Safety.

Mr. Clark stated that SB 1552, which deals with the adoption of local ordinances in regard to air pollution, is still in conference committee. Vice Chair Hawker thanked Mr. Clark for his report. No questions from the TPC were noted.

There being no further business, the meeting adjourned at 5:25 p.m.

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Chair

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Secretary